

NPIC ROUTING SLIP

25X1

FROM		TO		INITIALS	DATE	REMARKS
		2	all	6/15		FYI PAC CABLES
DIR						
DEP/DIR						
EXEC/DIR		1	CT			
TECH ADV						
Spec Asst		3	M			
ASST FOR ADMIN						
CH/SS						
CH/MSS						
ASST FOR OPS						
OSB						
ASST FOR PA						
ASST FOR P&D						
CH/CSD						
CH/IPD						
CH/PD						
CH/PSD						
CH/TID						
CH/CIA/PID						
CH/DIA/XX-4						
CH/DIA/AP-IP						
CH/SPAD						
LO/CGS/CIA						
LO/NSA						

CONFIDENTIAL**PRIORITY****1**

OUT58790

1966 JUN 14 01 01Z

P 140041Z
FM NPIC WASH DC
TO AIG NINE SEVEN SIX
RUEKDA/DIA PROD CENT
RUEKDA/NIC WASH DC
BT

*multi***CONFIDENTIAL** CITE NPIC 7456.

REF: NPIC 6938 DTG 162240Z, APR 66

INITIAL SCAN BY NPIC OF MISSION

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1966 REVEALS THE FOLLOWING INFORMATION ON LAOTIAN ROUTE 110.

1. ROUTE 110 WAS INTERMITTENTLY OBSERVED FROM 1443N 10658E
SOUTHWESTWARD TO 1436N 10640E AND IS SERVICEABLE. CORDUROYING
WAS OBSERVED IN NUMEROUS AREAS ALONG THE COVERED PORTIONS OF THE
ROUTE. VEHICLE TRACKS ARE ALSO EVIDENT.

2. A VEHICLE BRIDGE IS LOCATED AT 1437N 10639E (UTM XB783169).
ELABORATE PERSONNEL BRIDGES ARE ALSO LOCATED IN THIS VICINITY,
ON THE IMPROVED TRAIL, WHICH GENERALLY PARALLELS ROUTE 110, AT
UTM XB782169 AND XB782168.

3. THE PREVIOUSLY REPORTED AMMUNITION STORAGE FACILITY (REF)
AT 1436N 10638E (UTM XB769158) HAS BEEN STRUCK. THE FRAME OF ONE
DESTROYED BUILDING IS OBSERVED, BUT THE REMAINING TWO BUILDINGS
ARE NOT DISCERNABLE DUE TO HEAVY TREE COVER. THE ADJACENT FORD IS
SERVICEABLE.

4. THE PREVIOUSLY EXISTING FORD AT 1438N 10644E (UTM XB848185)
IS UNSERVICEABLE DUE TO HIGH WATER. THERE ARE POSSIBLE FERRY
LANDINGS ON EACH SIDE OF THE NAM KONG RIVER AT THIS POINT, HOWEVER,

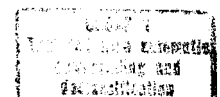
14 JUN 1966

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6	PAG	
7	DIAAX-4	
	SPAD	✓
	NSA-LO	
	DIA-AP	

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NO FERRY BOAT WAS OBSERVED. PHOTO QUALITY LIMITS INTERPRETATION.
TWO TRIANGULAR SHAPED TRENCH SYSTEMS (EACH WITH AN UNOCCUPIED AW
POSITION) ARE LOCATED AT UTM XB836183.

25X1

MAP REF: JOG (A) ND48-8, AMS SERIES L7012 SHEET 6354IV

USATC SERIES 200 SHEET 738-9HL & 10HL

GP-1

C O N F I D E N T I A L

--END OF MESSAGE--

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